

ILLINOIS DEPARTMENT OF TRANSPORTATION

PUBLIC HEARING

AUGUST 9, 2001

BEARDSTOWN, ILLINOIS

Report of proceedings had at the PUBLIC HEARING, 4:00-8:00 p.m., on August 9, 2001, at Gard School Auditorium 400 East 15th Street, Beardstown, Illinois.

TRACY L. GOTT, C.S.R.
924 Rim Road
Quincy, IL 62301
217-224-7009

Dick Burley; tell them to get off their duffs and get it done. We are ready.

My name is Marty McCombs with New Dominion Farms of Illinois, formerly with Land O'Lakes, my comment is on Exhibit 8 on Corridor A. That exhibit shows that the highway would be going across the property that we currently have. In the easement on spreading effluent from the swine facility, the Department of Agriculture requires us to have these acres in order to take care of the effluent that the pigs produce each year. I guess what I need to know or my comment would be, in the case that Corridor A did come through, how would I gain more acres in order to make my facility, I guess, permitable for the Department of Agriculture. If I didn't have those acres to spread on, I would have to have those replaced, I guess, in one way or another. I was curious as to whether or not I would be responsible for that or if the Department of Transportation would be responsible for that. How to get a hold of me, I can be reached at the Beardstown office at 217-323-5509 or the address is 10305 Stock Lane Beardstown, Illinois, 62618.

This is William and Helen Winkelman and we are just south and north of St. Peters Lutheran

Church Road, and if you use A it will follow all the way from where we start at the sound end and come up Wester Road and go right across. In the process, it will take out four irrigations for us and it will divide the farm where the best ground is. The irrigation is on the south side, but where the best ground is, it will divide that in half and put the business section on the other side of the road, and, I don't know, maybe I should just -- it's been in the family for 150 years and it's going to take 40 acres out of 220; that's a pretty big bite. And we won't get a house and we won't get any buildings. I don't know anything else. I've written two letters, and they say, yes, we know your name when we've see it. The same things are in there, and I really feel that it is more logical to take it down toward Meredosia with all of the big Clinard's and DOT, there's the starch factory and on and on, but the big industries down there that use it, for them to come all the way back up and take off down this road, they're going to have to keep 100 -- 104 or 100, whichever that is, in good condition for big trucks. I know it's more expensive to go on A than E, but when you think about keeping up those other roads -- that's basically what I put in my letters and I drew a picture because I

said, if you take ours, ours are circular irrigations, if you take 300 feet off this side, you take it off all the way around, and you've got a little bitty doughnut that you could irrigate the center, and I don't know how close they'll let you set an irrigation to the road either.

My name is William Kleinschmidt, I live east of Meredosia. We own the south half of the junction of 100, 104 and 67 east of Meredosia on both the east and west side of the route, the three routes, and we farm and raise seed corn on that 60-acre field from the junction, and on the east side of it there's a 13-acre field and our access to our home is just on the south side of that property, and we live in the very southeast corner of it in a home that we built in 1981 and we are concerned about being totally devastated by this highway, the way they'll take the property and prime farmland, and I talked to one of the engineers here and he says you have to have such long sweeping curves. Well, that's probably true for the modern road, but there's a lot of roads in Illinois that have 20 times the traffic on them especially between Woodstock and Crystal Lake, Illinois where my son lives and works. That Route 14 has probably 20 times the traffic on it that

1 this route or interstate here's going to have. I
 2 just feel like they're spending the money in the
 3 wrong place. There has been very few wrecks on it,
 4 this road; existing road. It's a good road, but to
 5 come by that Meredosia, and there's certain people
 6 that will benefit by Meredosia, it's maybe a few
 7 minutes closer to Jacksonville or Beardstown, but I
 8 heard recently that National Starch, who employs a
 9 lot of people, probably won't be there ten years from
 10 now. The same way with the CIPS Power Plant, one of
 11 the oldest coal power plants in the country. They'll
 12 probably have to close it because of the EPA. That's
 13 just my neighbor's and I thoughts. Of course, DOT
 14 Foods in Mount Sterling is one of the primary users
 15 of the roads for transportation, but they go all
 16 directions from Mount Sterling and they don't seem to
 17 have any problem with the existing roads. They
 18 finally fixed it, a strip of the road from the
 19 junction of 104 on up to the top of Jacksonville hill
 20 towards Bluffs Spring. They finally put in a right
 21 turn lane going towards Bluffs off of -- which would
 22 be route 100 off of 67 and 104. That certainly has
 23 been a big improvement. We can get out of the way of
 24 trucks speeding up to get up the Jacksonville hill on
 25 that and I'm really thankful that that project is

1 done, but I think a few more projects of that nature
 2 would probably save a lot. For a long time, I don't
 3 understand the thinking of making it close to five
 4 miles farther going that way. If I lived in the
 5 Jacksonville area and was coming to Beardstown and
 6 points north, I would definitely come through Concu
 7 and Arenzville on account of it being a closer
 8 distance and wider roads. That's some of the things
 9 that I've been thinking about. I hate to think what
 10 the cost of -- what it's going to be when they get
 11 into these irrigations systems south of Beardstown.
 12 Coming up here a while ago, there's several center
 13 pivot irrigators. Those things cost up to 100,000 a
 14 piece. They're really going to be devastated.
 15 Somebody's going to have to pay for that, of course
 16 the tax payer, for moving them. And farmers will
 17 lose their irrigation and their elevation to keep it
 18 out of the flood plane and the river. And I was
 19 involved when they built Interstate 72 from
 20 Springfield to Hannibal where it crossed the flood
 21 plane, and the Illinois River. They had a meeting at
 22 my house back 20 years ago, or it's been longer,
 23 close to 30 years ago, about building that road. I
 24 told the people if they didn't build it above the
 25 1943 flood stage they shouldn't build it and those

1 people listened to me and they built that road high
 2 enough. In 1993, when the roads over in Quincy were
 3 -- the interstate was flooded, ours were in good
 4 shape, but didn't flood around it, but it would have
 5 been open all the way across the flood plane of the
 6 Illinois River had it -- because they spent several
 7 million dollars building that road up above the 1943
 8 flood plane. The reason was, that was during World
 9 War II and they were hauling aviation fuel from
 10 Oklahoma to Rantoul Air Base to re-fuel planes coming
 11 from the west coast to go to Europe in the war. They
 12 said that road, in the 1943 flood, had to be kept
 13 open at all costs because there was a truckload of
 14 fuel going east every 20 minutes on that, and they
 15 said they sent the Army in and they sandbagged and
 16 kept it open, so getting this road up to a higher
 17 flood plane, to me, is number one as a national
 18 defense part of it, but they didn't do it in the
 19 Missouri bottom and that all flooded over there at
 20 Hull when '93 took them over, so, you know, some of
 21 the things that I've observed in my lifetime is kind
 22 of worth taking a good look at. Some of the people
 23 haven't seen some of the things I saw. In '43, I was
 24 just out of high school when that happened, just a
 25 year, and when they built Naples Terminal, they asked

1 me to be on the board of directors and be part owner
 2 of it. The Japanese have since bought us out, and I
 3 said that had to be built above the flood plane.
 4 They spent another \$3 million dollars and did it.
 5 But that elevator, taking the grain every time they
 6 have had a high river ever since, and others have
 7 been closed -- so in my mind, that is a very
 8 important thing to do, get this thing up above the
 9 flood plane. That's my argument of moving it through
 10 Concord where they won't have that expense. I don't
 11 think the \$40 million they're talking about will be
 12 near enough. I may be wrong, but, you know, I don't
 13 know where they got their numbers or anything. I'm
 14 sure they've got very intelligent people looking at
 15 it and that's fine, so, I don't know, but these
 16 irrigators down here is really on my mind, and
 17 they'll lose some farmland other places, but the
 18 flood plane, higher elevations, will not be a problem
 19 if they go through the Concord or Arenzville route.
 20 They've got numbers for these, but I'm not acquainted
 21 with them, so I don't know if there's anything else I
 22 can tell you or not. Things really have a way of
 23 changing over time and I'm sure that the people
 24 driving these trucks would like to see better roads.
 25 If I was in that business I would want to see it,

too, but I think the distance there, five miles, don't seem like much, but when you multiply that by thousands of trips and thousands of cars an hour a day, it's a lot of extra fuel burned and that, so, but I thank you very much for doing this for me. I'm not very good at writing. I do some, but I'm retired and spent the winter in south Texas and the roads, they've done some improvement down there at McCulloch, Texas, they was able to make some interchanges and it took very little because it wasn't Illinois. I think these Illinois engineers ought to look around Texas and see what they have done down there. They don't take near the property to build roads there and they've got more of Texas than we have Illinois, so, okay, maybe somebody will listen to this. My phone number is 217-584-1879. If anybody wants to talk with me, I'll certainly give them the time of day. I'm just after saving money on the road and having a better road, because of the fact it's tore up this way, otherwise I wouldn't be, but, you know, okay, thank you. The difficulty of moving farm machinery around here for the seed company and all the farmers involved will be a total disaster. That's all.

STATE OF ILLINOIS
COUNTY OF ADAMS

)
) SS.
)

C E R T I F I C A T E

I, Tracy L. Grott, CSR, a Notary Public in and for the County of Adams, State of Illinois, do hereby certify that I did take down in shorthand all of the testimony given in the proceeding held before the Illinois Department of Transportation, on the 9th day of August, A.D., 2001, in the City of Beardstown, State of Illinois.

I further certify that the foregoing and attached is a true, correct, and complete transcription of all my shorthand notes so stenographically reported by me personally, and which I later personally caused to be reduced to typewritten transcript.



Tracy L. Grott
Notary Public
Certified Shorthand Reporter

ILLINOIS DEPARTMENT OF TRANSPORTATION
PUBLIC HEARING

REPORT OF PROCEEDINGS HAD at the Department of Transportation public hearing held on August 8, 2001, at 4:00 o'clock P.M., at Rushville Middle School, Rushville, Illinois.

MOLLY DARST: I'm not either way. It don't matter whether for or against it, either way. I'm not very happy about moving. If they move the whole house, yeah, because moving is hard job. If they move the whole house, I will be okay.

MYRNA MORELL: We are from Industry, and we lived there 42 years today. Today is our wedding anniversary. So we kind of wondered what they was going to DO because 30 years ago they came through and said they were going to take nearly ALL of our house that we had, the existing house. It was just a four-room house. And then 28 years ago we built a new house on farther back, and they never did come through, of course. And now, then, we wanted to see where the route was going, and, fortunately, it's going to miss us. It's just across the road from where we are now. We live right on Route 67, and it will be right across the road from us. We'll have to go north away, I guess, to get onto that route.

I am looking forward to having a nice road to Springfield, because we go to Springfield several times. I have a brother that lives in Petersburg. They lived in Springfield, and they purchased in land around Petersburg Lake ever since. So I am real

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1 pleased that it's going to through. So whenever it
2 goes through, I hope I'm alive to enjoy it.

3 JAMES BARTLOW: Well, what I want to say it
4 looks as if you would take the Jacksonville to
5 Beardstown closer to Meredosia. It would help DOT
6 and other heavy users of the highway more.

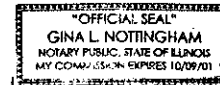
Gina L. Nottingham, C.S.R.
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1
2 STATE OF ILLINOIS)
3 COUNTY OF ADAMS) SS.

7 C E R T I F I C A T E

9 I, Gina L. Nottingham, CSR, a Notary Public
10 in and for the County of Adams, State of Illinois, do
11 hereby certify that I did take down in shorthand all
12 of the testimony given in the proceeding held at the
13 Illinois Department of Transportation public hearing
14 on August 8, 2001, in Rushville, Illinois.

15 I further certify that the foregoing and
16 attached is a true, correct, and complete tran-
17 scription of all my shorthand notes so steno-
18 graphically reported by me personally, and which I
19 later personally caused to be reduced to typewritten
20 transcript.



Gina L. Nottingham
Gina L. Nottingham, CSR

Gina L. Nottingham, C.S.R.
924 Rim Road
Quincy, Illinois 62301
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December 29, 2000

Mr. Victor Modeer
District Engineer
District 6
Illinois Department of Transportation
126 East Ash Street
Springfield, Illinois 62704-4792

Mr. Michael E. Vanderhoof
District Environmental Studies
Unit Chief V, District 6
Illinois Department of Transportation
126 East Ash Street
Springfield, Illinois 62704-4792

Gentlemen:

It is our understanding that the decision concerning the Corridor 67 route through the west part of Morgan County will be made in 2001. We have also noticed recently that there are survey flags going across properties in Chapin, and we are becoming concerned about the location of these flags in relation to our farms.

As we have verbally discussed in your office, if Highway 67 is coming through Chapin, we are very much in favor of you using the existing highway route. It appears that you are surveying the north route that will not only cut the farm for a second time, but will also isolate the house and barn from the rest of the property. From our point of view, using the existing highway and taking the house and barn would be the best choice.

There are three items on your official highway maps of Chapin that should be corrected. The first involves incorrect information regarding the "unregistered historic cemetery dating to the mid- to late 19th century." We are enclosing a copy of a letter to Dr. John Waithall, Chief Archaeologist, (Exhibit #1) which we received from your office. We do not know who wrote this letter to Dr. Waithall, but the author made no attempt to verify the information with our family.

The bodies of Samuel French and his two wives, Nancy S. and Martha F. were originally buried on the farm along with three infant children. These bodies were moved from the farm to Diamond Grove Cemetery in Jacksonville on December 1, 1900. Enclosed are copies of the records from the City of Jacksonville (Exhibit #2) along with a letter from the City Clerk (Exhibit #3) which document that the bodies of the three adults, Samuel French, Mrs. Samuel French and Mrs. Samuel French were moved to Diamond Grove Cemetery on December 1, 1900. Although the city records do not document the fact that the infants (Frederick T., Frederick L., and Charles T.) were moved, they are also buried in Diamond Grove. Exhibit #4, Pictures #3 and #6 show the three infants' headstones, which are located behind the large monument.

March 25, 1999

Dr. John Waithall, Chief Archaeologist
Bureau of Design and Environment, Room 330
Illinois Department of Transportation
2300 S. Dirksen Parkway
Springfield, IL 62764

RE: Historic Cemeteries
US 67 North

Dear John,

At the request of Mike Vanderhoof of District 6 I have checked the location of 11-Mg-269 against the current US 67 construction plans for the segment of the highway outside the town of Chapin. I have overlaid an electronic version of the plans on the IAS GIS file for Morgan County. As you can tell from the attached map 11-Mg-269 lies in the center of the proposed right-of-way.

According to the Phase I survey report 11-Mg-269 is an unregistered historic cemetery dating to the mid- to late 19th century. It is a small cemetery associated with the family of Samuel French, an early settler who moved to Morgan County in 1843. Although the 1858 plat of Morgan and Scott Counties does not indicate the presence of a cemetery, it does show Samuel French as the owner of the property where 11-Mg-269 is located. The cemetery is indicated on the 1873 plat of the county and Samuel French is again indicated as the property owner. An early 20th century plat of the county does not indicate the presence of a cemetery on the French family property.

Only one headstone, that of Mary French (Samuel's first wife), was found during the survey. It was laying flat, with a possible base lying beside the stone (Cross 1999). She died in 1848, at age 38. According to county histories, family biographies, and obituaries the cemetery may also contain the graves of Samuel French, Martha Fox (his second wife who died in 1881), and three or more children of Samuel.

We are still checking for more information on the reported historic cemetery in Schuyler County. When I have more information I will forward it to your office.

There is one abandon headstone still on the farm at Chapin which is for Nancy S. (Exhibit 4, Picture #1), not Mary as the letter states. Samuel was not married to a lady named Mary, and we don't know where the author of the letter came up with that information. The family purchased new headstones for the graves at Diamond Grove, and photographs of the main monument are shown in Exhibit #4, Pictures #2 through #6. Should there be anything left of the cemetery on the farm, which is highly doubtful, the family would absolve the State of Illinois from any liability and accept the responsibility for any additional removal.

In addition, we have demolished buildings on the farm just west of the French Farm on ground owned by Joy French Becker. These buildings would still be on your drawings. The house, garage, one out building and the old trees have been demolished and the debris has been removed from the farm, as shown on Exhibit 5, Picture #3.

The second demolition is IDOT Site #113, which is described in Exhibit #6. The old filling station (Exhibit #5, Picture #1), that was shown on your map as a "possible historic site," and the adjacent garage have been demolished and the debris has been removed from the property (Exhibit #5, Picture #2).

Our family wants to make sure that these three issues are not used to as reasons to move Corridor 67 to the northern route off of the existing road. If the highway is to come through Chapin, we strongly support using the existing roadway. We do not wish for you to take the road to the north. We do not wish to have our farm cut again. If this means losing the house and the barn, that is what we request to have happen.

Thank you for your consideration in this matter. If you have any questions or wish further comments, please contact us.

Sincerely,

Joy French Becker
Joy French Becker
1719 Leach Farm Road
Jacksonville, Illinois 62650-6123

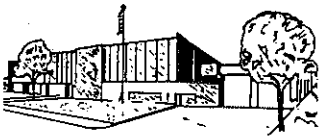
Kristanne Joy Becker Hoffman
Kristanne Joy Becker Hoffman
11 Sunset Drive
Jacksonville, Illinois 62650

Elizabeth French Becker
Elizabeth French Becker
1708 US Highway 67
Chapin, Illinois 62628

Terri Rae Hall
Terri Rae Hall, Trust Officer
The Farmers State Bank and Trust Company
Trustee for the Residual Trust of
Arthur Joy French

JFB/jb
Enclosures 6

MORTUARY RECORD OF				DIAMOND GROVE CEMETERY				Exhibit #2	
DATE	NAME	AGE	SEX	DATE	NAME	AGE	SEX	DATE	NAME
Aug 1	John L. French	✓							
7	John L. French	✓							
10	Martha F. French	✓							
Sept 1	Martha F. French	✓							
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City of Jacksonville, Illinois

MUNICIPAL BUILDING • 200 WEST DOUGLAS • 62650-2064

December 26, 2000

To Whom It May Concern:

As City Clerk of Jacksonville, Illinois, I hereby certify that the information below and on the attached page are copies of official cemetery records kept on file in the City Clerk's office. The records indicate that Samuel French, Mrs. Samuel French and Mrs. Samuel French were moved to Diamond Grove Cemetery on December 1, 1900, from another location.

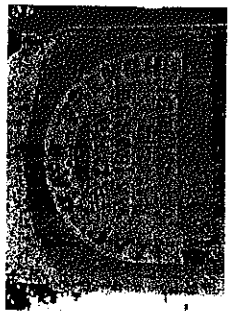
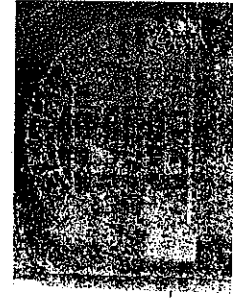
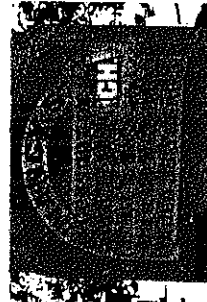
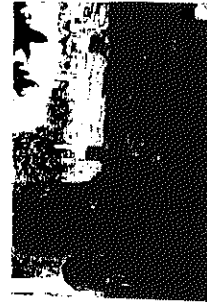
Signed: Susan J. Large
Susan J. Large, City Clerk

(seal)

Lot	288	Owner	C.S. & A. L. French	Cemetery	D.G.
Sec.	A	Address	Farmers State Bank & Trust Co., City		
Date of Sale	7/21/1900	REMARKS			
Purchase Price	\$35.00	Also Lots 287-289 A			
Dead No.		Perpetual care paid 12/27/1979 by Mrs. R. J. F. Wilson			
Number of Graves on Lot	9				
Date of Burial	Grave	NAME OF INTERRED			
12/01/1900	1	Samuel French.			
12/01/1900	2	Mrs. Samuel French. Moved Here			
12/01/1900	3	Mrs. Samuel French.			
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Exhibit #3

LEGAL APPROPRIATE EMPLOYER



Preliminary Evaluation of Historic Resources USH 67, Jacksonville to Macomb

Page 19

Address/IDOT Photo Log #	Date of Construction	NEEP Evaluation
113	ca. 1930s	Potentially Eligible
Description and Statement of Significance		

A classic house-type filling station with canopy, this clapboard-sheathed structure is thus comprised of two components—both of which are sheltered by an asphalt-shingled, hip roof. The station is oriented on a north/south axis and fronts USH 67; the building itself consists of an office. The main entrance is centered in the south wall, under the canopy, and is flanked by two, double-hung sashes.

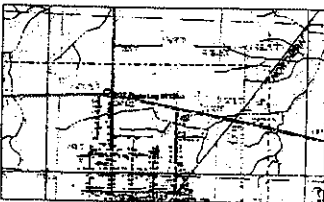


Figure 28: IDOT Site #113, Chapin Quadrangle, T15N R12W.



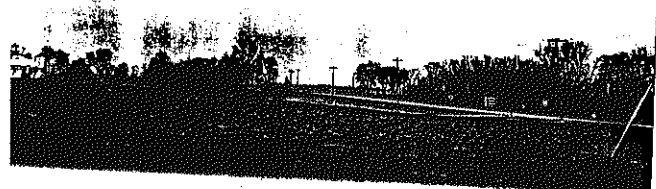
Figure 29: IDOT Site #113, Gas Station. View to south.

As for the second component, the hip-roof canopy designed to shelter automobiles is supported by two columns; the bases of these reach a height of about three or four feet and are constructed of concrete. The columns consist of squared, wooden posts that are wide at the base but tapered toward the top. The only modification to the station is the reduction of two side windows and the boarding over of a rear door. The station is in fair to poor condition, while a modern service facility with two garage stalls was erected east of the historic structure. (See Figures 28, 29 & 30.)



Figure 30: IDOT Site #113, Gas station. View to northwest.

The development of this filling/service station post-dates any of the historic plat maps reviewed. It is, however, clearly linked to the development of USH 67 and the history of automobile travel on this route, suggesting a circa 1930s date of construction. Given that this structure retains a fair degree of its historical integrity—combined with the fact that filling stations from the 1930s are a rapidly disappearing resource type—further research is recommended for this property.



COMMENT FORM

If you have questions, comments, or opinions related to this study, please complete this comment form.

The ALTERNATE A between Jacksonville and Beardstown appears reasonable. The proposed BYPASSES around Nashville and Industry don't seem necessary.

U.S. 67 EXPRESSWAY DESIGN STUDY

REC'D DIST. 6
JUL 23 2001
STUDIES & PLANS

Name: Yell H. Moore
Affiliation: 331 S. College Ave.
Address: Pekin, IL 60457

Please fold, tape, and mail. No envelope or postage is necessary.

COMMENT FORM

If you have questions, comments, or opinions related to this study, please complete this comment form.

We favor the Alternative A Rt. from Jacksonville to Beardstown. It is better than creating dead money. Also a lot less accidented displacements. This route is also out of the flood plain. The existing rt 67 road through because of high water over the road at Indian Creek Bridge in 1993.

Name: May J. Clark
Affiliation: Beardstown along 67
Address: 2155 US Hwy 67
Pearyville, IL

Please fold, tape, and mail. No envelope or postage is necessary.

REC'D DIST. 6
JUL 23 2001
STUDIES & PLANS

BILL AND BETTIGAIL DYCHE
11454 SOUTH DRAINAGE RD.
BEARDSTOWN, IL. 62618
217-323-2154

JULY 23, 2001

This is our comment and opinion in regards to Corridor 67 near Beardstown. We strongly feel that the highway should be moved to the first plan that you floated around which is at least 1/2 mile west of the sixth street junction. Our feelings for this is because, if the new highway is located close to the existing highway, there is absolutely no room for business expansion which is needed for economic growth. Beardstown needs to grow with new business, the river is on one side, its not feasible to have new businesses on the east side, the south of Beardstown is the Beardstown Marsh, this leaves Beardstown with the West side for economic growth.

The new highway and bridge should be kept west of town and taken on to Meredosia because there is industry there and they need it more than Arenzville. Arenzville doesn't want it and Meredosia wants it badly. We feel that the people of Meredosia should be taken into consideration.

We also would like to say that if you would keep the highway west of Beardstown, there are 2 retail businesses which our owned by us and is our livelihood and tax revenue for Beardstown, this would not be disturbed if you would move the highway on west of present highway. If the new highway was put next to present highway then our two retail businesses would be destroyed and we would not be able to find a place to relocate the businesses comparable to where we are. You not only would destroy our two retail businesses, which one is a brand new building known as 'Abigail's in the Country' gift shop, a stick building, and Dyché Rentals and Mobile Home Supply Sales which is in another huge building. It would be senseless to destroy all this as it is not only our livelihood, but it would be revenue from our county and city.

This is a serious project and will have a big impact on Beardstown and surrounding area and should be looked at as a long term project, and if put right next to existing highway, that could be very costly to our community because Beardstown would not be able to expand with businesses, motels and restaurants. West of 6th street is excellent for growth because there already 2 businesses located out there.

We very much believe in progress but not to the point that you would sandwich our town in to where we cannot grow. Beardstown plans to do riverfront developing, therefore we need west of 6th street to expand with more businesses to go along with the rest of shopping plaza

There is a possibility of even a golf course if you would not take and destroy the land and this would also give Beardstown the chance and right to annex that area into the city and create a TIF District for that area to help new businesses locate there. A highway right next to our town would destroy it. I hope you will take the Beardstown people and our new Mayor, Robert Walters and new city officials comments into consideration. We know they feel the same as we do as we have discussed this with them. Our present Mayor started our shopping plaza, we added our 2 businesses across 6th street and they don't want to loose them. They want to get more businesses out there.

The cost of damages would be in the millions because of the businesses there and having to pay for the damages it would create plus relocation fees and new buildings would be very costly to the taxpayers and affect the economic growth of our town.

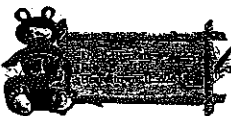
In addition to the study plan where you want to locate a new bridge at Beardstown, the ILLINOIS CHORUS FROG WHICH IS AN ENDANGERED SPECIES, IS LOCATED DIRECTLY IN LINE WITH YOUR PRESENT PROPOSED LOCATION. BY SIMPLY MOVING THE BRIDGE 1/2 MILE WEST OF THE PRESENT BRIDGE, A MULTITUDE OF ENVIRONMENTAL CONCERNS WILL THEN BE TAKEN CARE OF.

Sincerely,

Bill & Bettigail Dyché

Bill and Bettigail Dyché

Affiliation: Business owners for 10 years in the Beardstown Community, located at 11454 South Drainage Rd. just off of 6th street junction, 1/4 mile.



DYCHE RENTALS AND MOBILE HOME SUPPLIES

11454 SOUTH DRAINAGE RD. (6TH ST. & RT. 67 JCT)
BEARDSTOWN, ILLINOIS 62618
217-323-2154 or 217-323-1892
Bill and Bettigail Dyché, Owners
Mobile Homes and Lots for Rent
Mobile Home Supplies and Parts for Sale
New Windows and Doors • Skirting • Water Seals
Air Conditioners • Furnaces • and much more...
Free Estimates We accept all major credit cards.
Contact your local dealer: BILL DYCHE

143 Harmony Lane
Macomb, IL #61455

July 30, 2001
Attn: Head, Route 67 Bypass Committee
IDOT
2300 S. Dirksen Parkway
Springfield, IL #62764.

Dear Sirs:

Because I will be in Pennsylvania to visit my father, or enroute home the evening of August 9, I will not be able to attend the public hearing at Beardstown on August 9. However, I have some real concerns about the Arenzville area segment of the proposed Alternative A Route 67 Bypass through Cass and Morgan Counties in Illinois!

The Arenzville (Alternative A) route will come very close to numerous sand ponds and scoops with numerous state endangered-threatened

species as at Hagenau^③, and also at the next intersection south. I am also concerned that engineering will disturb the hydrologic balance for sand ponds and sand prairies to the east which support rare marsh plants and skippers (notably Euphyes conspicua, Black Dash and Euphyes lion, Dion Skipper) and the state-threatened Regal Fritillary, which has breeding sites there. This is a unique biological system!

The most serious problem concerns the Mud Creek and Northeast Meredosia Hill Prairies with Hill's Thistle, Pale False Foxglove and Office Skipper. Tom Lersszak, Nature Preserve biologist is conducting a continuing floristic study and may find additional species on

③
these loess hill prairies. The prairie has not yet been examined in April-May when there is the potential for bluffs and other rare species of plants and the state-threatened Cobweb Skipper (Hesperia metea). Regal Fritillary does not breed on these prairies, but does visit nectar sources on occasion.

We fear that cutting into the bluff and vertical-facing of these prairies (as must be done for loess) will disturb the habitat immensely. One listed (but not yet designated threatened) species found there is the Plains Slender Glass Lizard (looks like a snake) which has only been seen at a few other loess

④
prairie sites as at Reavis Hill Prairie.

I have seen many hill prairies and believe that Mud Creek Hill Prairie system is exceeded only by Reavis Hill Prairies and a series of small ^(Macomb County) hill prairies in SW Pike County for richness. Cole Creek Hill Prairie (Greene County) is not so rich as the Mud Creek Hill Prairie System. Some portions of the latter should really be designated A, rather than B!

I also understand that the landowner, although being compensated for a barn, will not be compensated for his house.

COMMENT FORM

You have questions, comments, or opinions related to this study, please complete this comment form.

After studying the comparison of alternative alignments for Corridor 67, it would seem the bottom line says it all - a difference of \$4 million in cost of 2 over 1. It finds it difficult, as thirty taxpayers, to see how or why that doesn't settle any conflict of opinion. In addition, the loss of four to five acreage home from Jacksonville to Beards town with alternative 2 would also seem to indicate the obvious resolution. Most people in Mendenhall have no opinion on way and another in their matter. There are a few very vocal farmers who are removing several goats, overhauled as far as any traffic to the town.

Name: Charles & Norma Mitty
Affiliation: Landowner
Address: PO Box 167
Mendenhall, AL 36665

Please fold, tape, and mail. No envelope or postage is necessary.

U.S. 67 EXPRESSWAY DESIGN STUDY

STUDY & PLANS
AUG 2 1987
ROAD DIST. 8

COMMENT FORM

If you have questions, comments, or opinions related to this study, please complete this comment form.

Concerning Alternate Routes A & B, it will save 100's of millions of dollars and much farm and homes & businesses. This is a very rural area. Our main industry is Agriculture and ag business. We in this area can not afford to lose tax revenue and crop revenues from loss of land, buildings and homes. Our bypassed businesses will fail according to Group Corridor 67 and Jacksonville officials a 4 lane road is the answer to every economic problem a community can have. Jacksonville lost 348 people in 19 years. I72 was made an interstate in that 10 year time span. Macum 6 has a 4 lane connection (US67). They lost population, 4 lane roads are not an answer to everything. There is an inexpensive alternative to A & E.

U.S. 67 EXPRESSWAY DESIGN STUDY

ROAD DIST. 8
AUG 18 1987

Name: Harold & Pat Boldt
Affiliation: Concerned Area Taxpayers & Voters
Address: 1710 US 67 Highway
Chapin, IL 62028
Village Trustee

Please fold, tape, and mail. No envelope or postage is necessary.

5

I understand that Alternative E (close to existing Rt. 67) would impact more Swellings, agricultural land, and the marshbird (some threatened) habitats at Beards town Marsh. There will be temptation to choose Alternative A which is about 4.3 miles shorter. I would rather see E, with some adjustments for the Beards town Marsh; however, if A must be chosen I petition IDOT to alter the route to the west of the main sand seeps and west of the main loss hill systems (virgin). This might add \$40-\$50 million to the cost but would be worth it in the long run to preserve a unique biological system.

6

Thank you for listening to me! The ball is really in the hands of IDOT, the landowners, Tom Leraach, Department of Natural Resources; and Susan Dies, Biologist, IDOT. I feel that the loss hill area should be a Nature Preserve, but that can only come from the landowners and DNR.

Sincerely yours,
David F. Hess

David F. Hess
Professor of
Geology, Emeritus
and participant
on DNR
projects.

CC - Honorable Representative Richard Myer.

COMMENT FORM

If you have questions, comments, or opinions related to this study, please complete this comment form.

Everyone who is potentially affected by the decision of Plan A or Plan E has an opinion: I don't want to lose farm land, I don't want to lose my home, I don't want my child's school next to a major highway and so on. Unfortunately this is a situation where one side is going to "win" and one side is going to "lose". Because of the magnitude of loss to many individuals would ask that you base your decision, not on who yells the loudest or makes the best emotional plea, but on the true merits of the case. This decision should be based not on strictly which route is the most beneficial to the general public but which route makes us the best stewards of our natural resources long term. I would question the argument that following the existing route would somehow benefit Meridian. If you could wave a magic wand and put the new road in between Meridian, would it still be better?

COMMENT FORM

If you have questions, comments, or opinions related to this study, please complete this comment form.

Myself I would prefer Alternative "E". I live in Springfield and travel to the County on weekends where I was raised. Although "E" seems longer in route, it would tend to benefit a larger population, such as Meridian.

REC'D DIST. 6
AUG 1 8 2001

U.S. 67 EXPRESSWAY DESIGN STUDY

My other concern is I don't think most people are aware or realize how this section of road following the existing route will change the physical landscape of the area. My understanding is the road that runs through the flood plain will be placed on top of a 7 to 9 foot levee. I think the public needs to be informed as to how many tons of dirt will be hauled, where that dirt will come from, and how much the building of this levee adds to the cost of this route. Also, the issue of water displacement from this very major change in the topography needs to be addressed.

Name: TINA VERNOR
Affiliation: Daughter of landowner along Plan E
Address: 1432 S. EAST ST
JACKSONVILLE FL 32250

Please fold, tape, and mail. No envelope or postage is necessary.

U.S. 67 EXPRESSWAY DESIGN STUDY

REC'D DIST. 6
AUG 1 8 2001
STUDIES & PLANS

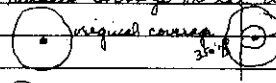
Name: STEVE CLEMENT
Affiliation: O.P.C.M.E.A. Business Rep
Address: *25 STATE LAKE
Springfield, IL 62702

Please fold, tape, and mail. No envelope or postage is necessary.

COMMENT FORM

If you have questions, comments, or opinions related to this study, please complete this comment form.

My comments on Route 67 concerning A and E routes

1. Meridian has the most commercial use for the road so E (original 67) would be much more convenient for them.
2. Since the original 67 would be left alone it needs extensive repairs. This would help to avoid the cost between A & E.
3. Route A destroys a great amount of irrigated land more so than E. That irrigation rig that runs here make a complete circle. By 350 ft is removed from one side it reduces coverage on the whole circle.  The coverage.
4. Over irrigation system is not set towards for 3 inch up and every circle in use line. In addition 35 acres are covered (irrigated) by a neighbor rig that we paid to have it extended.

COMMENT FORM

If you have questions, comments, or opinions related to this study, please complete this comment form.

I DON'T BELIEVE THE EXISTING RT 67 SHOULD BE CONSIDERED. THE INTERSECTION HAVE BEEN UPGRADED, NEW LIGHTS, ETC. IT IS A VERY GOOD ROAD THE WAY IT IS. IT JUST DOESN'T MAKE SENSE TO BUILD MORE MILES THROUGH A FLOOD PLAIN & SPEND A CONSIDERABLE AMOUNT MORE MONEY TO DO THIS. I ALSO DISAGREE WITH YOUR COST ESTIMATES ON THE TWO ROUTES. I AM SURE THERE IS MORE THEN 40 MILLION DOLLARS DIFFERENCE IN THE TWO ROUTES. ALSO PLEASE TAKE INTO CONSIDERATION THE DESTRUCTION OF FARM LAND AT THE BLUFFS & MERIDIAN INTERSECTIONS. ALSO I KNOW THIS WON'T BE CONSIDERED, BUT I HAVE A PERSONAL REASON FOR MY OPION. THE 6TH GENERATION OF HINNERS FAMILY IS LIVING AT THE BLUFFS INTERSECTION. I LIVE AT THE MERIDIAN INTERSECTION. I HAVE SINCE 1946. I HAVE RAISED MY FAMILY THERE, AND PLANTED TREES & WATCHED THEM GROW FOR THE LAST 55 YRS. IT IS NICER THEN A LOT OF PUBLIC PARK AS FOR BRINGING INDUSTRY TO THE AREA, IT WON'T HAPPEN. THE ONLY LAND AVAILABLE ALONG THE RIVER IS IN THE FLOOD PLAIN. PLEASE DON'T WASTE OUR TAX DOLLARS.

THANKS

Please fold, tape, and mail. No envelope or postage is necessary.

U.S. 67 EXPRESSWAY DESIGN STUDY

5. Does farm have home in the flood plain 150 years and A would be destroyed. 6. Why is all the road taken from one side and not equally from adjoining farms? 7. What will become of Windsor Road? Will the new road go west of Windsor Rd, if so how far west? In other words how much land would be lost between them? 8. When looking at A it appears that Wm. J. Hinkley and Waldron Road are sacrificing an enormous amount of productive land.

REC'D DIST. 6
AUG 8 2001
STUDIES & PLANS

Name: Nolan & Winkelman (Mrs. Tom)
Affiliation: Farmer & operator of historic farm
Address: 9667 Santa Peter Rd
Springfield, IL 62761-3089

Please fold, tape, and mail. No envelope or postage is necessary.

U.S. 67 EXPRESSWAY DESIGN STUDY

Name: Robert Hinn
Affiliation: HINNERS FARM
Address: Rt 1 Box 145
Meridian IL 62665

Please fold, tape, and mail. No envelope or postage is necessary.